



TUBULAR EXHAUST SYSTEM

Applications: See Below
Catalog #66252, #66253

INSTALLATION INSTRUCTIONS

Please study these instructions carefully before installing your new *Tubular Exhaust System* (TES). If you have any questions, please contact our **Technical Hotline at : 1-800-416-8628** from 7 am - 5pm, Monday-Friday, Pacific Standard Time or e-mail us at Edelbrock@Edelbrock.com.

APPLICATIONS: For 1998-1999 GM Tahoe, Yukon, Escalade 1500 Series, Suburban, and Pick-up, 5.7L-V8 Auto & Standard Transmission, 2 & 4 WD with A.I.R. Dual catalytic.

TUBULAR EXHAUST SYSTEM: These components are designed to improve the exhaust efficiency of the GM C.P.I. (Central Port Injection) V8 engine. A performance gain can be expected by the installation of the system. **This system does require welding for installation** and retains all O.E.M. emissions equipment.

Suggested Tools Needed for Installation: This vehicle has metric fasteners.

- ☐ Mig welder (recommended) or gas welder—Professional welding is highly recommended
- ☐ 3/8" ratchet socket set with extensions and universal 13mm and 15mm swivel sockets
- ☐ Combination set of open-end wrenches
- ☐ Jackstands, screwdrivers, pliers, crescent wrench, etc.
- ☐ Hacksaw or Sawz-all
- ☐ Liquid penetrant, (GM #1052627) anti-seize compound (GM #5613695)

NOTE: Some models will require a special power steering pulley puller, K-D 2897 or equivalent

SPECIAL NOTICE: This Edelbrock Tubular Exhaust System has received an Executive Order number (E.O.#) from the California Air Resources Board (C.A.R.B.) making it legal for street use in all 50 states. To assist you with emission equipment certification, we have included a silver fan shroud decal to help testing personnel verify the this part is a legal replacement on the vehicle for which it is cataloged. The adhesive-backed decal should be affixed next to the existing emission and engine specifications decal. Do not cover any part of your original emission decal.

WARNING: The use of "Thermal Wrap" or any aftermarket coating process **will void the warranty** on your Edelbrock Tubular Exhaust Systems. Those products can cause excessive heat and moisture buildup resulting in corrosion and failure of the system.

NOTE: High temperature spark plug wires and boots are recommended to withstand heat from T.E.S.

IMPORTANT NOTE:

Proper installation is the responsibility of the installer. Improper installation will void warranty and may result in poor performance and engine or vehicle damage.

KIT CONTENTS

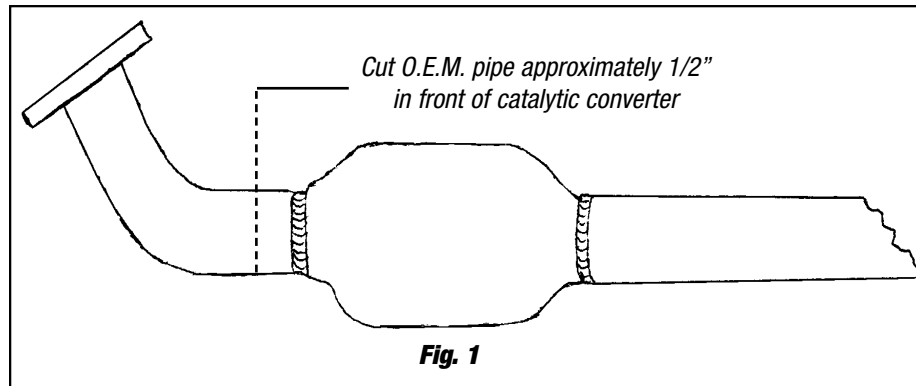
Catalog #66252 (Ceramic-Coated), #66253 (Ti-Tech Coated)

Qty.	Description
<input type="checkbox"/> 1	Header left side #25-9458 (#66252)
<input type="checkbox"/> 1	Header right side #25-9457 (#66252)
<input type="checkbox"/> 1	Header left side #25-9136 (#66253)
<input type="checkbox"/> 1	Header right side #25-9137 (#66253)
<input type="checkbox"/> 1	Extension pipe left #25-9653
<input type="checkbox"/> 1	Extension pipe right #25-9654
<input type="checkbox"/> 1	4x4 Extension pipe (left) #25-9655

Qty.	Description
<input type="checkbox"/> 12	Hex header bolts; 3/8" - 16 x 1"
<input type="checkbox"/> 2	Chevrolet V8 port gaskets
<input type="checkbox"/> 2	Donut gaskets; 2-1/4"
<input type="checkbox"/> 4	Hex capscrews; 3/8" x 2"
<input type="checkbox"/> 16	Lock washers; 3/8"
<input type="checkbox"/> 4	Flat washers; 3/8"

• DISASSEMBLY

1. Disconnect negative battery cable.
2. Raise vehicle and remove front two O2 sensors, being careful not to damage.
NOTE: Before cutting exhaust pipes from catalytic converter on both sides, determine the position of catalytic inlet for re-installation. Use chalk line on bottom of floorboard to show position of catalytic and measure height from floorboard.
3. For 2-wheel drive, not 4-wheel drive, cut both exhaust pipes 1/2" in front of weld on catalytic converters (**See Fig. 1**).
4. Unbolt and remove exhaust pipes from exhaust manifolds.
5. For 4-wheel drive, unbolt unit from car without cutting pipes and set aside.



• RIGHT SIDE

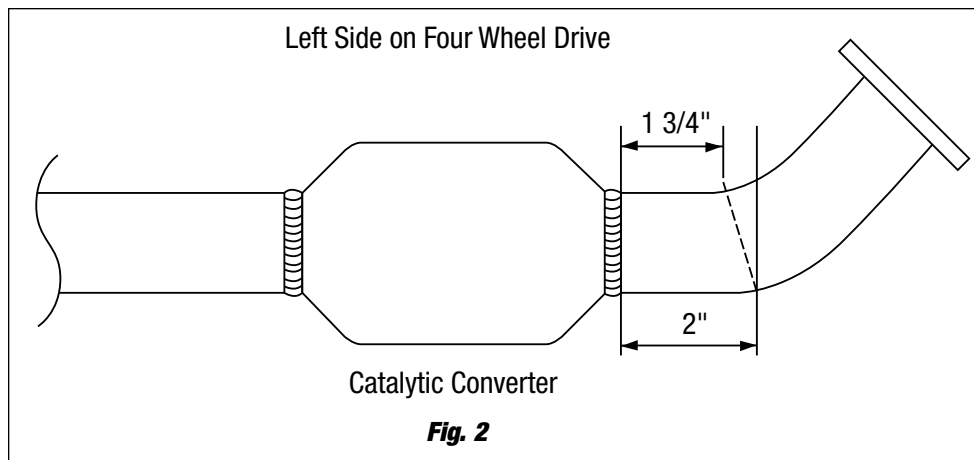
1. Disconnect and remove air intake assembly.
2. Disconnect and remove spark plugs.
3. Disconnect A.I.R. injection assembly.
4. Unbolt dipstick tube.
5. Unbolt and remove manifold.
6. Install T.E.S. flange gasket and TES manifold from top. Install header bolts supplied and leave loose enough to ensure proper alignment.
NOTE: Use flat washers at slotted ends and lock washers on all bolts.
7. Re-install spark plugs and wires.
8. Re-fasten dipstick tube.
9. Re-install air intake assembly.

• LEFT SIDE

1. Disconnect and remove spark plugs.
2. Disconnect A.I.R. injection assembly.
3. Unplug temperature sensor wire.
4. Unscrew E.G.R. hose from manifold.
5. Unbolt and remove manifold.
NOTE: Unscrew stock E.G.R. adapter from manifold and place it in T.E.S. header before installing.
6. Install T.E.S. flange gasket and T.E.S. manifold from top. Install header bolts supplied and leave loose enough to ensure proper alignment. Tighten all bolts.
7. Re-attach E.G.R. hose.
8. Re-install spark plugs and wires.
9. Connect temperature sensor wire.
10. Connect A.I.R. injection assembly.

- **ASSEMBLY OF EXTENSION PIPES ON GM PICK-UP**

1. If your vehicle is 4-wheel drive, cut the right side exhaust pipe 1/2" in front of weld on catalytic converter, (**See Fig. 1**). Cut left side exhaust pipe 2" in front of weld on a 15° angle cut, (**See Fig. 2**). After cutting, place unit back in vehicle.



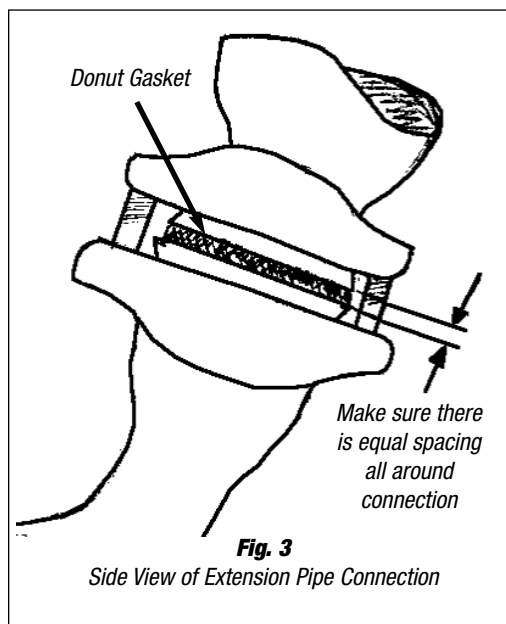
2. Install T.E.S. pipes to headers with donut gaskets, 3/8" x 2" bolts and lock washers supplied in kit. Be sure to locate donut gasket with equal space all around for best seal (**See Fig. 3**).

NOTE: Be sure to have the correct pipe on each side of the catalytic assembly, or it will not set right. I.D. stamped on part: 25-9654-right, 25-9655 left (4 wheel drive), 25-9653 left (2wheel drive).

3. Use a 1-1/2" spacer under each catalytic converter to hold the assembly at its proper height.
4. With everything in its place, weld pipes to cats. Remove spacers, tighten all bolts.
5. Re-install O2 sensors.

- **FINAL INSPECTION**

1. Check all lines (hydraulic, vacuum, air conditioning and fuel) to ensure there is adequate clearance to T.E.S. components.
2. Re-connect battery.
3. At this point it is a good idea to look everything over and make sure that nothing was missed in assembly.
4. Start vehicle and bring up to normal operating temperature. Check for possible leaks.
5. Turn engine off and let cool. Tighten all bolts again.



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